

an apparatus for automatically applying the brake means and its components. The claims are being amended to specifically claim the combination of the apparatus for automatically applying the brake means and the hand brake assembly.

The clarity issues pointed out by the Examiner with respect to claims 1, 5, and 20 are also being corrected in the claims as amended below.

With respect to claims 9 and 22, the Examiner's attention is directed to element 90 of Figure 6 and page 10, lines 11-15 which discuss the valve shifting means. If the Examiner is still unclear as to what the valve shifting means comprises, she is invited to suggest appropriate amendments to these claims to overcome this rejection.

Please amend claims 1, 3, 5, 9, 18, 20, 22 and 30 as follows. A marked-up copy of these claims are attached with this communication and labeled as *Appendix B*.

*Sub B2* 1. (Amended) An apparatus engageable with a hand brake assembly for automatically applying at least one brake means secured to a railway vehicle with said hand brake assembly, said apparatus comprising:

*A4* (a) an operating means having at least a portion thereof engageable with at least one gear of a gear assembly disposed in a housing member of said hand brake assembly for operating said gear assembly in a direction which will cause an application of said at least one brake means;

*B2*  
*A1*  
*A2*

(b) a source of fluid pressure connected to said operating means for periodically supplying a predetermined pressure to said operating means at least sufficient to cause such application of said at least one brake means; and

(c) a means connected to said source of fluid pressure for initiating a supply of said predetermined pressure to said operating means thereby causing an automatic application of said at least one brake means by said hand brake assembly.

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*A5*

3. (Amended) An apparatus for automatically applying at least one brake means secured to a railway vehicle with a hand brake assembly, according to claim 1, wherein said apparatus further includes an overload protection means connected to one of said source of fluid pressure and said operating means for preventing an overload on said at least one brake means.

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*A6*

5. (Amended) An apparatus for automatically applying at least one brake means secured to a railway vehicle with a hand brake assembly, according to claim 4, wherein said at least one valve means of said operating means includes a plurality of valve means for connecting said source of fluid pressure to said operating means.

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*A7*

9. (Amended) An apparatus for automatically applying at least one brake means secured to a railway vehicle with a hand brake assembly, according to claim 8, wherein said apparatus

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further includes a valve shifting means, a first portion of said valve shifting means being connected to said piston member and a second portion of said valve shifting means being connected to at least one of said plurality of valve means.

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18. (Amended) An apparatus engageable with a hand brake assembly for automatically applying at least one brake means secured to a railway vehicle with said hand brake assembly, said apparatus comprising:

(a) an operating means having at least a portion thereof engageable with at least one gear of a gear assembly disposed in a housing member of said hand brake assembly for operating said gear assembly in a direction which will cause an application of said at least one brake means;

(b) a source of fluid pressure connected to said operating means for periodically supplying a predetermined pressure to said operating means at least sufficient to cause such application of said at least one brake means;

(c) a means connected to said source of fluid pressure for initiating a supply of said predetermined pressure to said operating means thereby causing an automatic application of said at least one brake means by said hand brake assembly;

(d) a timing means connected intermediate said operating means and said source of fluid pressure for controlling said predetermined pressure being periodically supplied to said operating means; and

*A8*  
~~(e) an overload protection means connected to one of said source of fluid pressure and said operating means for preventing an overload on said at least one brake means.~~

*A9*  
~~20. (Amended) An apparatus for automatically applying at least one brake means secured to a railway vehicle with a hand brake assembly, according to claim 19, wherein said at least one valve means of said operating means includes a plurality of valve means for connecting said source of fluid pressure to said operating means.~~

*A10*  
~~22. (Amended) An apparatus for automatically applying at least one brake means secured to a railway vehicle with a hand brake assembly, according to claim 21, wherein said apparatus further includes a valve shifting means, a first portion of said valve shifting means being connected to said piston member and a second portion of said valve shifting means being connected to at least one of said plurality of valve means.~~

*A11*  
*John C3*  
~~30. (Amended) An apparatus engageable with a hand brake assembly for automatically applying at least one brake means secured to a railway vehicle with said hand brake assembly, said apparatus comprising:~~

*A11*  
~~(a) a motor means having a rotatable shaft carrying a gear member thereon, said gear member engageable with at least one gear of a gear assembly disposed in a housing member of said hand brake~~

*Alt Count*  
assembly for operating said gear assembly in a direction which will cause an application of said at least one brake means; and

*C3 com*  
(b) a means connected to said motor for starting said motor and thereby initiating an automatic application of said at least one brake means by said hand brake assembly.

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